CIVIL AIR PATROL ILLINOIS WING

PILOT Record CAPR 60-1

| Name: | | | | | | |
|-------|---------|---|----|-----|--|---|
| _ | | | | | | _ |
| | IIn i + | # | тт | 042 | | |

The following are required to complete your pilot file:

Current

- 1.CAP Membership Card
- 2. State of Illinois Pilot Certification
- 3. FAA Pilot Certificate
- 4. FAA Medical Certificate
- 5.BFR or FAA Wings
- 6.<u>Signed</u> "Statement of Understanding" CAPR 60-1(E) Attachment 1
- 7.CAPF 5 Written Examination
- 8. Aircraft Questionnaire
- 9.CAP FORM 5, NOV 01 Airplane
- 10. CAPF FORM 091 CAP Mission Pilot Checkout
- 11. Cadet Orientation Pilot Authorization

Copy to the GROUP, UNIT, and PERSONAL

Replace this page with photocopies of:

CAP Membership Card
State & FAA Pilot Cert
FAA Medical Cert
BFR or FAA Wings
CAPF5 Examination completion cert (National web page – e-services)

STATEMENT OF UNDERSTANDING I January 1992

| In order to fly CAP aircraft, I understand I must meet Federal Aviation Administration and CAPR 60-1, Flying, CAP Flight |
|--|
| Management, requirements. I understand that these directives are changed from time to time and it is my responsibility to know |
| and comply with these changes. I also understand that violation of these requirements may result in action being |
| taken against me under the provisions of CAPR 60-1 and CAPR 62-2, Safety, Mishap Reporting and Investigation. I un- |
| derstand the provisions of CAPR 62-2 and CAPR 900-5, The CAP Insurance/Benefits Program, regarding liability for dam- |
| age to CAP property. |
| |
| |

Date

NOTE: A copy of this statement will be retained in the pilot's flight records.

Signature

AIRCRAFT QUESTIONNAIRE

| Name | Grade | CAPSN | Unit | Date |
|---|--------------------|------------------------------|--------------------|-----------------------------|
| NameCheck Pilot | Grade | CAPSN | Score | Type/Model Acft |
| Complete this open book questionna | aire using the | Flight Manual/Pilot | s Operatina | a Handhook If a question of |
| part of a question is not applicable | | | | |
| Minimum passing score is 80%. The | | | | |
| rammam passing score is 6070. The | o completed qu | | ica iii tiic pi | nots ingut iccords. |
| 1. Approved fuel grades and colors a | re: | | | |
| 2. Location/capacity of each fuel tan | k is: | | | |
| 3. Total usable fuel under all flight c | | | | |
| 4. Endurance at 75% power, 7,500-fe | | | | hours. |
| 5. What make and grade oil is used? | | | | |
| 6. Oil capacity is quarts. N | Ainimum oil qu | antity for takeoff is _ | qı | uarts. |
| 7. Minimum oil pressure is | | | ps | si. |
| 8. Maximum oil temperature is | degrees (| F or C) | | |
| 9. Magnetos are checked at | RPM. RPM | I drop should not exc | eed | _ RPM on |
| either magneto or RPI | | | | |
| 10. Maximum RPM and MP for take | | | | |
| 11. Maximum gross takeoff weight is | s pound | ls. Empty weight is _ | poun | ids. |
| 12. Useful load is pounds. | | | | |
| 13. Baggage compartment locations/ | | | | |
| a. Give the IAS at maximum gro | ss weight for: | | | |
| b. Va (maneuvering speed) | CO | | | |
| c. Vso (stall, landing config, pow | * | | | |
| d. Vs I (stall, cruise config, power | | | | |
| e. Vy (best rate of climb, sea leve | · · | | | |
| f. Vx (best angle of climb, sea le | , | | | |
| g. Vmc (minimum control speed | - muiti-engine | only) | | |
| h. Best glide speed 14. Give the immediate action/memo | ry items for: | | | |
| a. Engine failure immediately aff | | | | |
| b. Fire during cranking and enging | ne falls to start: | | | |
| c. Engine fire in flight: | | | | |
| d. Electrical fire in flight: | | | | _ |
| 15. Normal takeoff flap setting is | | ld takeoff setting is | at | nd soft field takeoff flan |
| | | | | ia soit iieia taneoii iiap |
| setting is 16. Maximum demonstrated takeoff/ | landing crossw | ind component is | knots. | |
| 17. Given PA = 4,000 feet; Temp = | | | | way is payed, level, and |
| aircraft is at maximum takeoff w | | , ., | , | ,,, |
| Find: Total takeoff distance to c | • | obstacle | | |
| 18. Given $PA = 6,000$ feet; Temp = | | | _ l, level, and | dry; aircraft is at maximum |
| landing weight. | | | | |
| Find: Total landing distance to | | | | |
| 19. Landing runway 22; wind 190° at | ~ ~ | 30 knots. Will the m | aximum de | monstrated crosswind |
| component for this aircraft be ex | ceeded? | | | |

CAP PILOT FLIGHT EVALUATION - AIRPLANE

DATE OF CHECK:

| MEMBERICALAME (' / /) | | CADMEMBER | EVDDATE | , | CHARTER NO | A IDCD A ET | | | | |
|---|-----------------|-----------------------|-----------------------------|--------------------------------------|----------------------------------|---------------------------------|---------|--|--|--|
| MEMBER'S NAME (print or type) | | CAP MEMBER | EXPDATE | 5 | CHARTER NO | AIRCRAFT | | | | |
| TYPE CHECK: (Check all satisfactoril | r: aammlatad | flight abouts) | | | | | | | | |
| Initial | | | | NI: | aht Orientation | Aircraft Checkou | + | | | |
| Recurrency | <u> </u> | | | Inc | ght Orientation trument | Other | | | | |
| Annual Standardization Cadet Orientation | | | | FAA BFR/AFR | | | | | | |
| _ | | | TRUCTIO | NS | | | | | | |
| Sections I and II may be completed separately | within a 30-da | | | | ns for the appropriate type of c | check must be completed indicat | ing S - | | | |
| Satisfactory, U - Unsatisfactory or V- Verbal | ly. If a memb | er can satisfactorily | perform the m | nore | complex maneuvers, less com | plex maneuvers need not be | - | | | |
| accomplished at the discretion of the check p | | | | | | | | | | |
| are evaluated on their ability to satisfactorily the standards of performance for any task per | | | | | | | | | | |
| represent the minimum performance expecte | | | | | | | | | | |
| instrument proficiency on a CAPF 5 flight ch | neck or be rest | tricted from exercis | sing instrument | t priv | rileges on CAP flight activitie | S. | | | | |
| I. ORAL DISCUSSION | | | V | II. | INSTRUMENT REF | ERENCE MANEUVE | RS | | | |
| A. CAPF 5 Written Exam | | | | A. | Straight & Level Fligh | t | | | | |
| B. Review CAPR 60-1 & Suppl | lements | | | B. | Constant Airspeed Clir | mbs | | | | |
| C. Review Flight Release Proce | dures | | | C. | Constant Airspeed Des | scents | | | | |
| D. Review CAPF 9 Requiremen | nts | | | D. Turns to A Heading | | | | | | |
| E. Local Procedures | | | | E. | Unusual Flight Attitude | es | | | | |
| II. PREFLIGHT PREPARATION |)N | | | F. | Radio Nav & Radar Se | rvices | | | | |
| A. Certificates & Documents | | | V | III. | FLIGHT AT CRITIC | CALLY SLOW AIRSI | PEEDS | | | |
| B. Obtaining Weather Informat | ion | | | A. | Full Stalls - Power Off | • | | | | |
| C. Determine Weight & Balanc | e | | | B. | Full Stalls - Power On | | | | | |
| D. Determine Takeoff Performa | ance | | | C. Maneuvering At Crit Slow Airspeed | | | | | | |
| E. Determine Cruise Performan | | | | D. Constant Altitude Turns | | | | | | |
| F. Determine Landing Performa | ance | | | | | | | | | |
| G. Cross-country Flight Plannir | ng | | IX | ζ. (| GROUND REFEREN | CE MANEUVERS | | | | |
| H. Airplane Systems | | | | A. | Rectangular Course | | | | | |
| I. Aeromedical Facts Understan | ding | | | B. | S - Turns Across A Ro | ad | | | | |
| III. GROUND OPERATIONS | | | | C. | Turns Around A Point | | | | | |
| A. Visual Inspection | | | X. | . N | IGHT FLIGHT OPE | RATIONS | | | | |
| B. Cockpit Management | | | | A. | Preparation & Equipm | ent | | | | |
| C. Starting Engines | | | | | Night Flight Procedure | | | | | |
| D. Taxiing | | | | | Factors Essential To N | | | | | |
| E. Pre-takeoff Check | | | | D. Airplane & Airport Lighting | | | | | | |
| F. Takeoff Briefing | | | XI | | EMERGENCY PROC | | | | | |
| G. Post-flight Procedures | | | | A. | Emergency Approach | & Landing (sim) | | | | |
| IV. AIRPORT & TRAFFIC PA | TTERN O | PS | | B. | System & Equipment N | Malfunction | | | | |
| A. Radio Comm & ATC Light | Signals | | | C. | POH Bold Face Know | ledge | | | | |
| B. Surface & Traffic Pattern Op | perations | | | | Emergency Descent | | | | | |
| C. Airport & Runway Markings & Lighting | | XI | XII. APPROACHES & LANDINGS | | | | | | | |
| V. TAKEOFF & CLIMBS | | | | A. | Normal Approaches ar | nd Landings | | | | |
| A. Normal Takeoff & Climb | | | | B. | X-wind Approaches an | nd Landings | | | | |
| B. Crosswind Takeoff & Climb | | | C. Forward Slips to Landing | | | | | | | |
| C. Short-field Takeoff & Climb | 1 | | | | Go-around | | | | | |
| D. Soft-field Takeoff & Climb | | | | | Short-field Approach & | | | | | |
| VI. CROSS COUNTRY FLYIN | G | | | | Soft-field Approach & | _ | | | | |
| A. Pilotage & Dead Reckoning | | | XI | | SAFETY AWAREN | ESS | | | | |
| B. Radio Navigation | | | | | Clearing Turns | | | | | |
| C. Diversion | | | | | Vigilance & Risk Man | agement & Judgment | | | | |
| D. Lost Procedures | | | | C. | Fuel Management | | | | | |

(Continue on reverse)

OPR/ROUTING: DOV

| XIV. INSTRUMENT PROFICIENCY | F. Determine Weight & Balance | | | | | | |
|---|--|--|--|--|--|--|--|
| A. Ground Prep (WX, AC systems, Flt Plan) | G. Normal & Crosswind Takeoffs | | | | | | |
| B. Air Traffic Procedures | H. Normal Climb | | | | | | |
| C. Compliance with ATC Clearances | I. Maximum Performance Takeoff & Climb | | | | | | |
| D. Holding Procedures | J. Flight at Critically Slow Airspeed | | | | | | |
| E. Flight By Reference to Instruments | K. Emergency Procedures | | | | | | |
| F. Recovery from Unusual Attitudes | (1) System & Equipment Malfunctions | | | | | | |
| G. Intercept & Tracking (VOR & NDB) | (2) One-engine Operation | | | | | | |
| H. Instrument Approach Procedures | (3) Engine Failure/Takeoff Below VMC | | | | | | |
| ILS/MLS Approach | (4) Engine Failure/After Liftoff | | | | | | |
| VOR/VORTAC Approach | (5) Engine Failure/En Route | | | | | | |
| NDB Approach | (6) Engine Out Maneuvering | | | | | | |
| Circling Approach | (7) Approach & Landing | | | | | | |
| Missed Approach | (8) Minimum Controllable A/S Demo | | | | | | |
| XV. MULT-ENGINE PROCEDURES | (9) Instrument Flight Procedures | | | | | | |
| A. Airplane Systems and Operation | (a) Single-engine Non-prec Approach | | | | | | |
| B. Use of Minimum Equipment List | (b) Single-engine Non-prec Approach | | | | | | |
| C. Determine Takeoff Performance | (c) Single-engine Circling Maneuver | | | | | | |
| D. Determine Cruise Performance | (10) Normal & Xwind Approach/Landing | | | | | | |
| E. Determine Landing Performance | (11) Go-around | | | | | | |
| FAA Pilot Certificate No: FCC Radio Telephone Permit Date (If Applicable): FAA Class Medical, Issue Date: FAA BFR DATE: I certify that I have read and understand all applicable FAA, CAP, and state regulations pertaining to flying subject aircraft. I acknowledge any restrictions or training requirements stated above. I also understand that maintaining currency, recurring requirements, and compliance with applicable directives is my personal responsibility. | | | | | | | |
| DATE MEMBER'S NAME & GRADE (Print or Type) MEMBER'S SIGNATURE | | | | | | | |
| I certify that I have administered a CAP flight check as indicated and that the below named CAP member: (Evaluator initial blanks) ——————————————————————————————————— | | | | | | | |
| COMMENTS (For annual standardization evaluation: List all aircraft the member is qualified to fly): | | | | | | | |
| | | | | | | | |
| DATE: FLIGHT TIME: EVALUATOR'S NA | AME & CERT NO: EVALUATOR'S SIGNATURE: | | | | | | |
| NAME & GRADE OF UNIT OPERATIONS OFFICER: | SIGNATURE: DATE: | | | | | | |
| THILL & SIGIDE OF OTHE OF ENTITOING OFFICER. | DATE. | | | | | | |

CAP MISSION PILOT CHECKOUT

DATE OF FLIGHT CHECK:

| MEMBER'S NAME (print or type) | CAPID | | FAA CERTIFICATE N | | O. CHAPTER NO | | R NO | | |
|--|--------------|--------------------------------|------------------------------------|-------------------------|----------------|----------------|--------------|--|--|
| MEMBER'S ADDRESS (print or type) | LAST CAPF | | DA | TE CAPF 101 ISSUE | JED CAP ROP NO | | NO (as reg) | | |
| EAST CA | | 21111 2 | | 112 6/11/10/15501 | | CIN ROI | rvo (us req) | | |
| I. ORAL DISCUSSION | I. | | | | | | | | |
| A. CAPF 116 Written Exam Passed (Initial only | y) | VI. | . EN | MERGENCY PROC | EDUI | RES | | | |
| B. Mission Base Procedures | | A. Low Altitude Engine Failure | | | | | | | |
| (Sign In, Flight Plans, Reimbursement Forms) |) | В | 3. D | itching | | | | | |
| C. Air-to-ground Signals | | C | C. Landing on Unprepared Surface | | | | | | |
| D. Mission Safety Principles | | | | Deteriorating Weather | | | | | |
| E. CAP Radio Procedures (as req) | | VI | VII. MISSION FLIGHT MANEUVERS | | | | | | |
| F. Individual & Crew Equipment/Clothing | | A | A. 720 Steep Turns | | | | | | |
| G. Search Procedures | | В | B. Turns About a Point | | | | | | |
| H. Map and Chart Reading | | C | C. Message Drop Procedure (verbal) | | | | | | |
| II. PREFLIGHT PLANNING | | | | irspeed Control | | | | | |
| A. Determine Performance Limitations | | Е | E. L | ow Speed Maneuverii | ng | | | | |
| B. Obtain Mission Briefing | | | | ow Level Navigation | | out elec nav | v . | | |
| C. Gridded Sectional | | | | udgement | | | | | |
| D. Observer Briefing | | | | SAFETY AWARENI | ESS | | | | |
| E. Fuel Planning & Reserve | | A | A. C | Clearing and Collision | Avoi | dance | | | |
| F. Ground Team Coordination | | | | igilance 'igilance | | | | | |
| III. VISUAL SEARCH PATTERNS & PROC | I | | C. Cockpit Resource Management | | | | | | |
| A. Locate Grid or Area (without electronic aids | s) | | | Lisk Management | | | | | |
| B. Establish Search Altitudes | | | | | | | | | |
| C. Parallel Search Procedures | | | | | | | | | |
| D. Creeping Line Search Procedures | | | | | | | | | |
| E. Expanding Square Search Procedures | | | | | | | | | |
| F. Ground Team Coordination | | | | | | | | | |
| IV. ELECTRONIC SEARCH PATT & PROC | l | | | | | | | | |
| A. Locate Starting Point (with & without elec. | | | | | | | | | |
| B. Establish Appropriate Search Altitude | | | | | | | | | |
| C. VHF-DF Procedures | | | | | | | | | |
| D. Wing Null Procedures | | | | | | | | | |
| E. Aural (build-fade) Procedures | | | | | | | | | |
| V. MOUNTAINOUS TERRAIN PROCEDUR | ES | | | | | | | | |
| A. Locate Grid/Area (with & without elec nav | | | | | | | | | |
| B. Establish Search Altitude | | | | | | | | | |
| C. Contour Search Procedures | | | | | | | | | |
| D. Canyon Search Procedures | | | | | | | | | |
| E. Ridge Crossing Procedures | | | | | | | | | |
| F. Communications Procedures | | | | | | | | | |
| G. Wing/Updrafts/Downdrafts | | | | | | | | | |
| H. Mountain Wave Effect | | | | | | | | | |
| I certify that I have administered a cap mission pilot flight chec | ck as indica | ted and that | t the a | bove named member: | | | • | | |
| Has demonstrated proficiency required to fly as a | n mission i | oilot, see r | evers | se for applicable comme | ents. | | | | |
| | | | | | | | | | |
| Had demonstrated proficiency required to fly as a | | | | | iue ior | . additional c | comments.) | | |
| Is not qualified, requires additional training and r | recheck. S | See reverse | e for o | comments. | | | | | |
| DATE FLIGHT TIME EVALUATOR'S N | AME & | GRADE | | EVALUATOR'S SIC | <u>G</u> NAT | î URE | | | |
| NAME & GRADE OF UNIT OPERATIONS OF | FICER | SIGNA | TUR | RE | DATI | E: | | | |
| | | | | | | | N CONCUR | | |